

a key feature in attracting commercial and industrial development to the bypass area. Lack of good access to the areas around the bypass could negatively impact Clayton's economic future.

**Industrial Connector** - Already recognized as an area prime for industrial development, the southeastern portion of the planning area is in dire need of a facility to connect its ends. The industrial connector will provide a direct two lane route between NC 42 and US 70 thus consolidating the area as an industrial section. Local individuals employed by these companies will also enjoy the convenience of a connector which operates well with the existing street system.

**SR 1902 Extension** - Intersecting both NC 42 and SR 1708, the extension of SR 1902 will provide service to the residential communities developing in the northeastern portion of the planning area. In addition, the road will work well with a bypass location to the north, much the same way the SR 1552 Extension would for a southern bypass location. Should the proposed Southern Wake Expressway (Greater Raleigh Urban Area Thoroughfare Plan) come to fruition, the northern areas of Clayton will rapidly develop. The extension of SR 1902 will be the vital link creating a continuous two lane route around northern Clayton that will carry traffic to the expressway. Sight distance improvements along SR 1708 as well as the realignment of the SR 1700 intersection should be included in this project as safety considerations.

**SR 1700 Extension** - As an accompaniment to the entire northern system of connectors, the extension of SR 1700 to SR 1004 will be very beneficial upon construction of the proposed Southern Wake Expressway. This short two lane project will provide a continuous route to SR 1004 and will split the traffic burden otherwise placed on the poorly aligned intersection of SR 1004 and SR 1553.

**North Connector** - Skirting the northern town limits of Clayton the North Connector intersects SR 1004, SR 1709, and SR 1708, thus providing convenient travel between these radials. The connector will likely encourage development in adjacent land areas. Average daily traffic along this two lane connector is expected to be 3100 vehicles per day by 2010. This estimate, although lower than estimates for other segments of the connector system, is consistent with existing traffic patterns.

**East Connector** - As a major route linking dense residential development with NC 42 and ultimately US 70, the East Connector will be of great benefit to the transportation system. This two lane facility will drastically cut travel time by eliminating the need for unnecessary trips downtown. Development along the East Connector will be limited since the surrounding areas are almost saturated, but future year traffic projections of 5600 on this facility show that it will benefit the community. As part of this project, improvements to SR 1708 (see Figure 7) will provide a continuous radial to the downtown area.